

# The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 5886

號五初月九年四十三緒光

TUESDAY, SEPTEMBER 29, 1908.

二拜禮

號九廿月九年四十三緒光

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

### YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000  
RESERVE FUNDS ..... " 15,102,000

Head Office—YOKOHAMA

Branches and Agencies:

TOKIO. CHEFOO.  
Kobe. TIENTSIN.  
OSAKA. PEKIN.  
NAGASAKI. NEWOHANG.  
LONDON. DALNY.  
LYONS. PORT ARTHUR.  
NEW YORK. ANTUNG.  
SAN FRANCISCO. LIOYANG.  
HONOLULU. MUKDEN.  
BOMBAY. TIE-LING.  
SHANGHAI. CHAN-CHUN.  
HANKOW.

HONGKONG.—INTEREST ALLOWED.  
On Current Account at the rate of 1 per cent.  
per Annum on the Daily Balance.

On fixed deposit:—  
For 12 months ..... 5% p.a.  
" 6 " ..... 4% " "  
" 3 " ..... 3% " "  
" 1 " ..... 2% " "  
TAKBO TAKAMICHI,  
Manager.  
Hongkong, 14th September, 1908. [23]

### DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Tals. 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.  
BRANCHES:  
Berlin Calcutta Hamburg Hankow  
Kobe Peking Singapore Tientsin  
Tientsin Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Scharnholtz (Preussische Staatsbank)  
Direction der Disconto-Gesellschaft  
Deutsche Bank  
S. Bleichroeder  
Berliner Handels-Gesellschaft  
Bank fuer Handel und Industrie  
Robert Warshawsky & Co.  
Mendelssohn & Co.  
M. A. von Rothschild & Soehne  
Jacob S. H. Stern  
Norddeutsche Bank in Hamburg, Hamburg.  
Sal. Oppenheim Jr. & Co., Koeln.  
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:  
Messrs. N. M. Rothschild & Sons.  
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.  
DEUTSCHE BANK (BERLIN), LONDON AGENCY  
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.  
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KORN,  
Manager.  
Hongkong, 4th December, 1907. [30]

### NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).  
RESERVE FUND Fl. 5,752,884.84 (about £470,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarra, Sourabaya, Cheribon, Tagal, Pecalongan, Pasorogan, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radia (Acheen), Bandjermasin.  
Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:  
THE UNION OF LONDON AND SMITH'S BANK, LIMITED

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and in assets banking business of every description.

INTEREST ALLOWED.  
On Current Accounts 2% per annum on daily balances.  
Fixed Deposits 12 months 4% per annum.  
Do. 6 do. 4% do.  
Do. 3 do. 3% do.  
Do. 1 do. 2% do.  
J. L. VAN HOUTEN,  
Agent.  
Hongkong, 16th July 1908. [26]

## THE GRAND CARLTON HOTEL

8 & 10, Ice House Road—Telephone No. 812.  
WILL OPEN ON 1ST OCTOBER NEXT.

The Most Luxurious, Quiet and Comfortable Private Residence.  
Absolutely free from the Nerve-torturing Noises of the Streets of the City.

Forty Large Rooms Elegantly Furnished.  
Matron in attendance. Excellent Cuisine.  
Terms very moderate.

Tel. Address: "Grand."

O. E. OWEN,  
Proprietor.

## Mails.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	DELTA	About 1st Oct.	Freight and Passage.
LONDON, &c., via usual Ports	DEVANHA	3rd Oct. Noon.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NORSE	About 7th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBÉ & YOKOHAMA	POONA	About 11th Oct.	Freight only.

F. J. ABBOTT,  
Acting Superintendent.  
Hongkong, 26th September, 1908. [7]

## Intimations.

### LANE, CRAWFORD & CO.

LADIES' DEPARTMENT.

## SPECIAL BARGAIN SALE OF SUMMER AND AUTUMN GOODS

INCLUDING  
HATS, COSTUMES, SKIRTS, BLOUSES, HOSIERY, ETC.

Sale commences MONDAY, Sept. 28th.

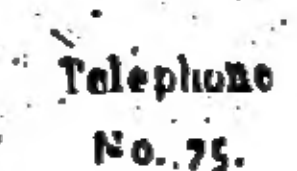
Sale closes SATURDAY, Oct. 3rd.

LANE, CRAWFORD & CO. [88]

## V. O. S.

EXTRA SPECIAL FINEST LIQUEUR

ARE THE BEST WHISKIES OBTAINABLE.



Telephone No. 75.

SOLE AGENTS:  
CALDBECK, MACGREGOR & CO.,  
WINE AND SPIRIT MERCHANTS,  
15, Queen's Road Central.

Hongkong 22nd September, 1908. [140]

## THE SAVOY,

13, Queen's Road Central.

FIRST CLASS GOODS:

New Regal Shoes and Monarch Shirts.

Outfitters.  
W. B. Corsets.  
Ladies' Shoes.  
Embroidered Linen and Swatow Drawn Work, &c.

Hongkong, 2nd July, 1908. [65]

## INTERNATIONAL SLEEPING CAR and EXPRESS TRAINS Co.

(THE GREAT TRANS-SIBERIAN ROUTE TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & Co.  
Agents.  
Hongkong, 31st July, 1907. [147]

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PRAX, near the TRAM TERMINUS. Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1908. [65]

## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

### HONGKONG-CANTON LINE.

S.S. "HONAM" 2,353 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,991 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).  
Departures from CANTON to HONGKONG daily at 8 A.M. and 5:30 P.M. (Sunday excepted).  
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

### HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.

REDUCED SALOON RATES AT WEEK-END.

Saturday A.M. or P.M. departure, returning Sunday A.M. or P.M. .... \$5.00  
Do. do. do. do. Monday do. .... \$6.00

### CANTON-MACAO LINE.

S.S. "HOI SANG."

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.  
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

### JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

### CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation, and are lighted throughout by electricity.

### EXCURSION TO MACAO.

On SUNDAY, 4th October.

S.S. "HEUNGSHAN"

will depart from the COMPANY'S WING LOK STREET WHARF, at 9 A.M.

Departure from Macao at 8 P.M.

Popular Excursion Rates as usual.

Machado's String Band will play selections of Music during the trip.

S.S. Sui An and Sui Tai will not run on Sunday, the 4th October.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,  
HOTEL MANSIONS, (FIRST FLOOR),  
opposite the Hongkong Hotel. [6]

## Hotels.

## HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights

A. F. DAVIES,

Manager. [1]

## CONNAUGHT HOTEL, HONGKONG.

### A FIRST-CLASS EUROPEAN HOTEL

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Bath to Every Room.

Hot and Cold Water Throughout.

Hotel Launch Meets all Steamers.

Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO—

THE MANAGER & AGENT

## HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,

MANAGER.

Hongkong, 16th July, 1908. [177]



## Ships.

## NORDDEUTSCHER LLOYD, THE YOKOHAMA DOCK CO., LTD.

## BREMEN.

## IMPERIAL GERMAN MAIL LINE.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"LUTZOW" Capt. C. Dawors	WEDNESDAY, Noon, 7th October.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINCESS ALICE" Capt. G. Rott	About WEDNESDAY, 7th October.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. W. v. Senden	THURSDAY, 5 P.M., 8th October.
KUDAT and SANDAKAN	"BORNBO" Capt. F. Sembill	Middle of October.

For further Particulars, apply to

## NORDDEUTSCHER LLOYD

## MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 25th September, 1908.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	POLYNESIAN	Barillon	12th Oct., P.M.
MARSEILLES, VIA PORTS	VILLE DE LA CROIX	Barillon	13th Oct., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	TOURANE	Laucelle	26th Oct., P.M.
MARSEILLES, VIA PORTS	CALEDONNIEN	Martin	27th Oct., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

## P. NALIN,

ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 25th September, 1908.

## CHARGEURS RÉUNIS.

FRENCH STEAMSHIP CO.—HEAD OFFICE: PARIS.

## ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALlice, MARSEILLES, GENOA, NAPLES, COLOMBO, VIA SUEZ, SINGAPORE, HONGKONG, CHIN WANTAO (Peking, Tientsin), KOBE, YOKOHAMA, GENOA TO HONGKONG IN 30 DAYS, NAPLES 29.

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO. Connecting with the Canadian Pacific Railway. FREIGHT OVERLAND (to VANCOUVER). PASSENGERS TO OVERLAND AND EUROPE (via VANCOUVER).

YOKOHAMA—VANCOUVER 13 DAYS, LONDON AND PARIS 26. Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALlice, LIVERPOOL, VIA MAGELLAN STRAITS.

## Proposed Sailings:

* AMIRAL OLRY	12th Oct.	1 CORSE	15th Jan., 1909.
* OBYLAN	26th Nov.		

New Twin Screw 10,000 Tons displacement, 1st class accommodation, splendidly equipped with single berth cabins. Intermediate class and rates of passage. All round the world ticket by these boats, &amp;c.

For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE, (160)

## WEST RIVER BRITISH STEAMSHIP COMPANIES.

## HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" sail twice a week and complete the round trip in 4 days. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity. THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to—

BUTTERFIELD &amp; SWIRE,

AGENTS, WEST RIVER BRITISH S.S. COMPANY.

Hongkong, 25th Sept., 1908.

## Intimation.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Lobbers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

## Shipping—Steamers.

## JAVA-CHINA-JAPAN LIJN.

REGULAR TWICE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAPAN	Second half Sept.	JAVA	Second half Sept.
TJILIWONG	JAVA	First half Oct.	SHANGHAI	First half Oct.
TJIPANAS	JAPAN	Second half Oct.	JAVA	Second half Oct.
TJILATJAP	JAVA	Second half Oct.	SHANGHAI	Second half Oct.
TJIKINI	JAVA	Second half Oct.	JAPAN	Second half Oct.
TJIMAH	JAVA	First half Nov.	SHANGHAI	First half Nov.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

## JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YOKO BUILDINGS, 1st floor.

Hongkong, 25th September, 1908.

## MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BRAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUN," 1,900 tons, 14 knots.

The steediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 10 P.M. (Saturdays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street.

Canton Agents—Messrs. H. Pasquet &amp; Co.

For further particulars, please apply to—

BARRETTO &amp; CO., Agents.

Hongkong, 25th March, 1908.

## EYES



## RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN, CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, 11, John Street, Bedford Row, W.C. HONGKONG, 4th March, 1908. CALCUTTA, 10, Bechook Street. SHANGHAI, 556, Nanking Road.

## THE LATE MR. S. J. FULCHER.

## CORONER'S INQUEST.

MR. C. W. King, H.B.M.'s Coroner, continued the inquest at the Police Court yesterday, into the circumstances touching the death of F. Sydney Fulcher, who died suddenly at the General Hospital on the 18th inst., reports the *Shanghai Times* of 22nd idem.

F. H. Booth, director the British Dominion Marine Insurance Co., said he arrived here on the 9th inst. He had written to deceased from Yokohama asking him to meet him but he did not do so. On arrival here witness called to see deceased both at his office and his hotel and at each place he was informed that the deceased was out looking for him. The next day witness called twice at the hotel and was told that deceased was out, but he believed he was in. He therefore left a long message that he must see him at once, but deceased neither went to see him nor sent him word. On the 11th inst. witness was told that deceased had gone to Ningpo on business. Witness made many efforts to see deceased and he came to the conclusion that deceased had not left Shanghai, and was certain that he was keeping out of his way. He last saw deceased in London in April. There was a counterfoil in the office in deceased's handwriting showing that a cheque had been drawn on 11th inst., payable to himself. Deceased has only recently been appointed to the company.

Tom Jackson, of the Jessfield Club said he first met the deceased about ten days ago at the Jessfield Club. Deceased told him how drunk he was and that he wanted to lie up and get better. This was about 2 o'clock in the afternoon. Deceased remained there till 8 p.m. that day and then went down town, returning the following day about 11 a.m. He stayed there until 11 p.m. when he went to town and returned the following day. For several days deceased remained at the Jessfield Club and on Wednesday he became so ill that he had to be removed to hospital suffering from diarrhoea. He would not take anything to eat but continually asked for brandy. Deceased refused to see a doctor though he was suffering from 6 p.m. till 3 a.m. at which time he was taken to hospital. He then commenced groaning and raving and wanted to go downstairs and witness had a struggle with him to get him back to his room. They had to hold him down in the carriage while going to hospital. During his stay at the Jessfield Club deceased had quite a lot of drinks, but to talk to him he always seemed sober. Several times he was unable to stand up on his feet.

A. E. Reynolds deposed that he assisted in taking the deceased to hospital. At 2.30 p.m. deceased was in a very bad condition, and appeared to be dying. When they got him into the carriage deceased asked where they were taking him to and witness told him to hospital. He was so violent that his legs had to be strapped together. When they reached the General Hospital the Sister suggested that deceased should be taken to the Isolation Hospital, but witness said if they did that he would die on the way. He was then taken into hospital where witness held his hands while the Sister injected morphine.

Dr. Billinghurst said he made a post-mortem examination of the body of deceased on Friday afternoon last at the General Hospital. There were a few small bruises on the left arm and the chest wall on the left side. Apart from this there were no external signs of violence or disease. The organs were healthy except the liver, which was considerably enlarged, the kidneys, which were both acutely inflamed, and the heart. All the signs pointed to chronic alcoholic poisoning. Witness had been called up by telephone early on Friday morning to examine a man who had been admitted drunk and was very noisy. Witness gave instructions what to do to him and at 7.30 witness learnt that the man was dead. Witness would say that the cause of death was acute alcoholic delirium with cardiac failure. Witness gave instructions to the people at the hospital to inject strychnine, and this would be what the nurse injected, not morphine.

A watchman from the General Hospital also gave evidence. The Coroner found that F. Sydney Fulcher died about 7.30 a.m. on the 18th September from acute alcoholic delirium with cardiac failure.

## Intimations.

## THE IMPERIAL COLONIAL CLUB.

THE above Club is formed chiefly for COLONIAL and OVER-SEAS MEMBERS; it is situated at No. 84, Piccadilly (the centre of Clubland), opposite the Green Park.

The Club has a Bridge Section, Reception, Dining, Billiard Room, Smoking Lounge, Reading Room and Library.

Ladies are eligible as Members.

Entrance fee, Five Guinea's, Annual Subscription, Five Guinea's.

Further particulars from

THE ORGANISING SECRETARY,

84, Piccadilly, W.

London, 19th August, 1908.

RARE COPPER AND SILVER COINS.

## FOR SALE.

A MOST Valuable and Rare Collection of Ancient COINS consisting of those of the SASSANIAN, GREEK, ROMAN, BYZANTINE, INDO-SCYTHIAN, AND EARLY HINDU DYNASTIES, THE SPYGLASS OF DELHI (including Pathan and Sikh Kings) AND OF KASHMIR, THE MOGHUL EMPERORS, THE AMIRS OF AFGHANISTAN AND OF BUKHARA, THE SHAHS OF PERSIA, TOGETHER WITH OTHER MISCELLANEOUS COINS OF GREAT NUMISMATIC INTEREST, BEAUTY AND RARITY.

Apply to—

J. U. MIRZA,

Supreme Court, Hongkong.

Hongkong, 24th August, 1908.

## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW, THURSDAY, the 30th September and 1st October, 1908, at 2.30 P.M., at No. 172, Queen's Road Central, SUNDY HOUSEHOLD FURNITURE, Comprising—

TRAWOOD SIDEBORDS with REVELLED GLASS, IRON BEDSTEADS, GLASS, CROCKERY and E.P. WARE, OVERMANTLES, a quantity of BRASS WARE, PHOTOGRAPHIC APPARATUS, &amp;c., &amp;c., &amp;c.

Catalogues will be issued.

TERMS—As usual.

HUGHES &amp; HOUGH,

Auctioneers.

Hongkong, 26th September, 1908. [874]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON SATURDAY, the 3rd October, 1908, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, A LARGE ASSORTMENT OF JAPANESE CURIOS.

Comprising—

GOLD DAMASCENE WARE, CARVED IVORY FIGURES and ORNAMENTS, OLD BRONZE WARE, BOWLS, VASES, BRASS FLOWER POTS, VASES, KINKOSAN SATSUMA VASES, BOWLS, WALL PLATES, INCENSE BURNERS, MOTHER-OF-PEARL INLAID SCREENS, PANELS, SILK-EMBROIDERED WALL HANGINGS, TABLE COVERS, BED COVERS, CHERRYWOOD CARVED CABINET, SHOW CASE, CHERRYWOOD CHAIRS, TABLES and FLOWER STANDS, &amp;c., &amp;c.

ALSO OLD JAPANESE ARMOURS, CLOCKS, and CARVED WOOD BUDDHAS. Catalogues will be issued.

TERMS—As usual.

HUGHES &amp; HOUGH,

Auctioneers.

Hongkong, 28th September, 1908. [877]

## To Let.

## TO LET.

HAT PERLEIGH, CONDUIT ROAD. A HOUSE in VONG-NHI-CHONG ROAD. A HOUSE in RYDON TERRACE. OFFICES in YORK BUILDING. GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 10, DES VOEUX ROAD next to the Hongkong Hotel. FLATS in MORETON TERRACE, No. 10, DES VOEUX ROAD CENTRAL, 1st Floor.

Apply to— THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LD. Hongkong, 1st September, 1908. [666]

## TO LET.

FIRST FLOOR of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarters.

Apply to— DAVID SASSOON &amp; Co., LD. Hongkong, 22nd May, 1908. [257]

## TO LET.

GODOWN No. 54, DUDDELL STREET. Apply to— THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LD. Hongkong, 1st September, 1908. [490]

## TO LET.

A HOUSE in KNUTSFORD TERRACE, Kowloon. Apply to— THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LD. Hongkong, 1st September, 1908. [159]

## TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Voeux Road Central (formerly occupied by Messrs. Shewan, Tomes &amp; Co.)

Apply to— THE COMPTON DEPARTMENT, E. D. Sassoon &amp; Co., Queen's Road Central, Hongkong, 9th June, 1908. [188]

## Dentistry.

## TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

## REASONABLE FEE.

Consultation Free.

Hongkong, 20th June, 1904. [60]

## Dr. M. H. OHAUN.

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY 15, QUEEN'S ROAD CENTRAL, From the University of Pennsylvania, U.S.A. (Feb. 4-11, 1908)

PABST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES ALWAYS KEPT IN STOCK.

BY

SIEMSEN &amp; Co.,

Agents for

HONGKONG &amp; SOUTH CHINA.

Hongkong, 20th July, 1907. [159]



## Intimations.

**Wm. Powell, Ltd.,**  
ALEXANDRA BUILDINGS.

## FURNISHING DEPARTMENT.

[Lift to First Floor.]

Important Display of

Furnishing Fabrics.

BROCADES, TAPESTRIES, DAMASKS.

Special Attention to Coast Orders.

GHINTZES, GRETTONNES, CASEMENT CLOTHS.

Artistic and Exclusive Stock.

**W.M. POWELL, LTD.,**  
General Drapers, Furnishers,  
Des Vœux Road,  
and  
28, Queen's Road,  
HONGKONG.

Hongkong, 22nd September, 1908.

## Intimations.

HONGKONG JOCKEY CLUB.

## NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held on SATURDAY, the 3rd October, at 1.30 P.M., at the Office of the Jockey Club on the Ground floor of the Hongkong Club Annex, Chater Road.

By Order,

T. F. HOUGH,  
Clerk of the Course.  
Hongkong, 22nd September, 1908. [86]

## WANTED.

A BOY-WRITER in the Naval Store Department H.M. Naval Yard. Age 15 to 17. Salary \$20 per month, rising by \$5 per month annually to \$50 with temporary addition of 25%. Apply in writing stating school and enclosing testimonials from schoolmaster and present employer if any.

H. RISSLAND,

Naval Store Officer.

Hongkong, 23rd September, 1908. [87]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

## NOTICE.

MR. C. PEMBERTON has been appointed SECRETARY to the Company from this date.

E. SHELLIM,

Chairman.

Hongkong, 24th September, 1908. [86]

## FRENCH STORE

(Into A. Chazalon &amp; Co.)

6, QUEEN'S ROAD CENTRAL.

HAVE just received a Fresh Assortment of AMERICAN GOODS comprising the following:—

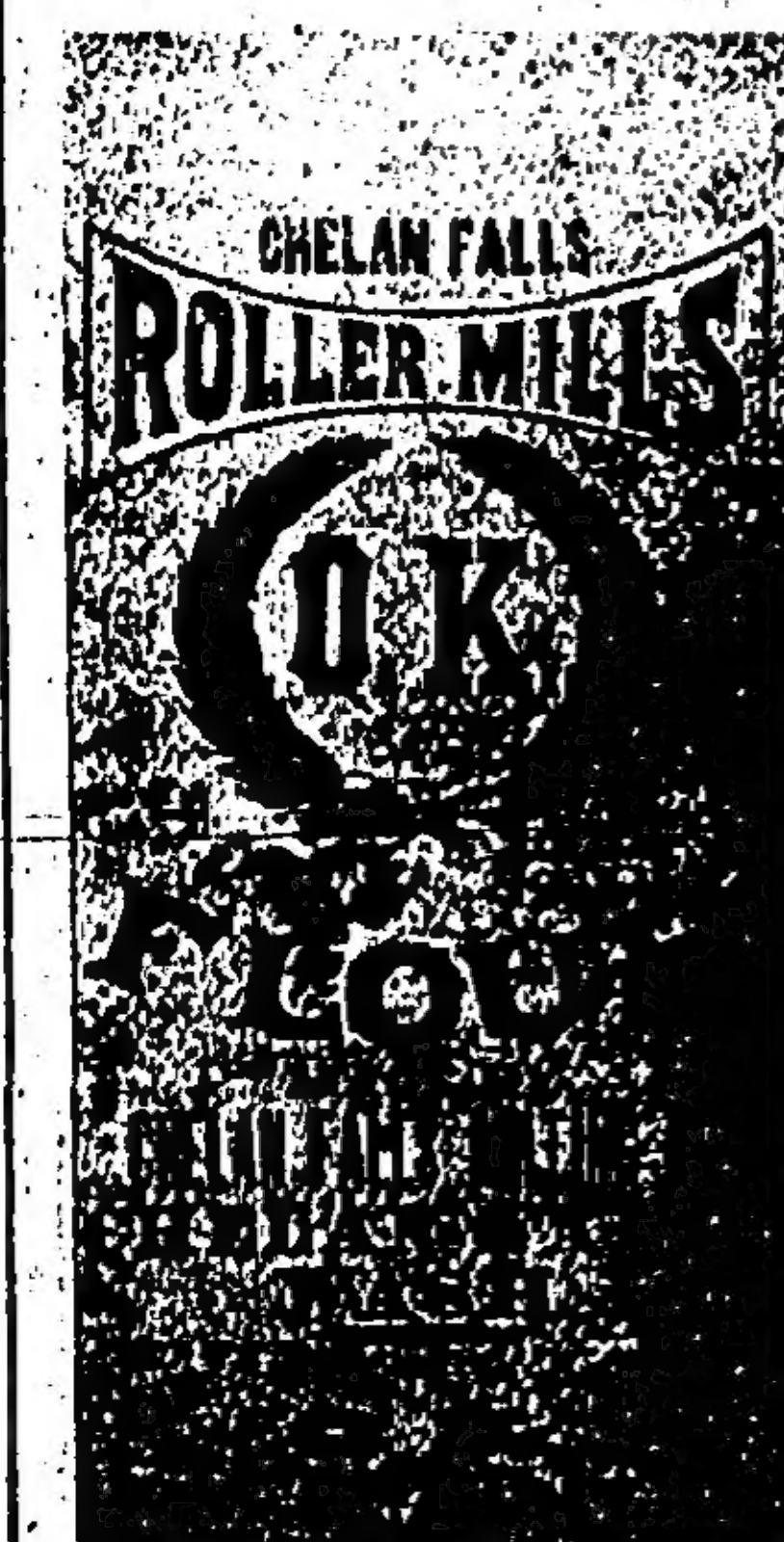
SALT HERRINGS, MACKEREL, SALMON BELLIES, CADFISH BLOCKS, SPICED NORWEGIAN ANCHOVIES, SARDELLES, CANNED FRUITS, ASPARAGUS, &c., &c., &c.

Hongkong, 22nd August 1908. [10]

THE TRADE MARK ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that Messrs. MURRAY AND COMPANY, of Nos. 23, 24 and 25, Maynard Building, in the City of Seattle, County of King State, of Washington, in the United States of America, have, on the 22nd day of July, 1908, applied for the registration in Hongkong, in the Register of Trade Marks, of the following Trade Marks:—



In the name of MURRAY AND COMPANY of Seattle, aforesaid, who claim to be the sole proprietors thereof.

The Trade Marks have been used by the Applicants in respect of FLOUR in Class 42. Facsimiles of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Office of the undersigned.

Dated the 29th day of August, 1908.

## D. NOMA,

PROFESSIONAL TATTOOER

AND THE EXPERT REMOVER OF TATTOO MARKS,

No. 60 QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing unlike some species of engraving, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible dangers, I use fresh materials daily.

The copying of Portraits with distinct minuteness a speciality.

Hongkong, 1st September, 1908. [50]



BRUTTON and HETT,

Nos. 39, 41 &amp; 43, Des Vœux Road, Victoria, Hongkong.

on behalf of the Applicants MURRAY &amp; COMPANY.

## THE JAPANESE COTTON SPINNING INDUSTRY.

PROPOSAL TO LOWER COST OF PRODUCTION.

As a result of the falling-off in the sale of cotton yarn since last year, the members of the Cotton Spinners' Union held a meeting in April last, at which it was resolved to restrict the production to a certain point until the end of November, so as to prevent over-production. At the same time it was decided to devise means of encouraging the export of cotton yarn to China. Owing to adverse circumstances the efforts of the spinners have proved futile, and the trade remains as inactive as before. At a meeting of the spinners held at Osaka recently it was decided to extend the term for the restriction of production, which expires at the end of November, by another six months, and also to devise new methods of encouraging the export of cotton yarn. The *Nippon*, writing with reference to this subject, remarks that the amount of yarn exported up to the end of July had reached 14 million yen in value, showing a decrease of six million yen as against the corresponding period of last year. Such being the case, perhaps it would be inevitable that the cotton spinners should be compelled to continue the restriction of production. The present rate at which the production of yarn is kept down will amount to something like 150,000 bales in a year, the Tokyo paper continues. The quantity is by no means small; yet the spinners find it hard to dispose of even the restricted output. The depression of the cotton yarn trade may well be imagined. Nor is this confined to Japan. The condition of cotton spinning in England seems even worse than in this country. The English spinners are seriously considering the suspension of work on a large scale. A noteworthy feature of industrial life in this country is that the Japanese working people are not affected to such an extent as in the West by the depression of a particular industry in which they are engaged. The total number of the operatives in the Japanese spinning mills in April last—just prior to the carrying out of the partial suspension of spindles—was 79,839, which had decreased to 67,709 at the end of July showing a total decrease of 12,564. This, however, is not the result of dismissals on any extended scale. The mills simply ceased to fill the vacancies caused by those who had left of their own accord. The frequent changes of mill hands in Japan may be accounted for by the fact that the majority of them are female workers who are engaged under contract for a fixed term. In other words, the Japanese capitalist is prepared to suffer loss in time of trade depression by retaining a number of operatives who are not absolutely necessary. This is a peculiar phase in Japanese industrial life which deserves serious consideration on the part of the framers of the factory law.

Mr. Koyama, President of the 34th Bank, Osaka, has been making some remarks on the same subject. He lays great stress on reducing the cost of production as a means of extending the cotton yarn trade, and for this end he advises the spinners to carry out a more economical working of the mills as at present much waste exists in one form or another. It may be interesting to place the views of Mr. Koyama side by side with the statement of the *Nippon*, quoted above, which admits the existence of much loss in the keeping of hands who are not necessary. Mr. Koyama says that the condition of the cotton yarn trade is gradually growing worse, and it offers no prospect of improvement in the near future. It is true that the industry has made tremendous progress during the last few years, but the progress may be more attributed to the occurrence of the Russo-Japanese war than to the efforts of the spinners themselves. On the contrary, the industry has been characterised by the lack of proper management. It is not surprising, therefore, that the spinners should be placed in a position of much difficulty in a bad time as at present. If the present inactive state of the industry could bring the spinners to a proper sense of the situation, and lead them to introduce improvements in the conduct of the industry, the depression in the trade may prove a blessing in disguise. In brief, the result of improvements should lie in the lowering of the cost of production. As it is, the factory economy is carried on in an indifferent manner, and there exists much waste. If a thorough readjustment of the industry is carried out in this direction there can be little doubt that a real progress in the trade will be seen.—*Japan Chronicle*.

## PEAK TRAMWAYS COMPANY, LIMITED.

## TIME TABLE.

## WEEK DAYS.

7.00 a.m. to 9.30 a.m. ...Every 10 minutes.  
9.30 a.m. to 11.00 a.m. ...Every 15 minutes.  
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.  
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.  
1.15 p.m. to 1.45 p.m. ...Every 15 minutes.  
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.  
2.15 p.m. to 2.45 p.m. ...Every 15 minutes.  
2.45 p.m. to 3.00 p.m. ...Every 15 minutes.  
3.00 p.m. to 4.00 p.m. ...Every 15 minutes.  
4.00 p.m. to 5.00 p.m. ...Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

## SUNDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes.  
9.00 a.m. to 9.30 a.m. ...Every 30 minutes.  
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.  
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.  
11.00 a.m. to 12.00 p.m. ...Every 15 minutes.  
12.00 Noon to 1.00 p.m. ...Every 10 minutes.  
1.00 p.m. to 1.30 p.m. ...Every 15 minutes.  
1.30 p.m. to 2.00 p.m. ...Every 10 minutes.  
2.00 p.m. to 2.30 p.m. ...Every 15 minutes.  
2.30 p.m. to 3.00 p.m. ...Every 10 minutes.

NIGHT CARS as on Week Days.

## SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vœux Road Central.

JOHN D. HUMPHREYS &amp; SON, General Manager.

Hongkong, 6th Sept. 1907. [17]

## Intimations.

THE WORRIED WOMEN.

They say men must work and women must weep; but alas, in this too busy world women often have to work and weep at the same time. Their holidays are too few and their work heavy and monotonous. It makes them nervous and irritable. The depressed and worried woman loses her appetite and grows thin and feeble. Once in a while she has spells of palpitation and has to lie up for a day or two. If some disease like influenza or malarial fever happens to prevail she is almost certain to have an attack of it, and that often paves the way for chronic troubles of the throat, lungs, and other organs; and there is no saying what the end may be. Let the tired and overladen woman rest as much as possible; and, above all, place at her command a bottle of

## WAMPOLE'S PREPARATION

a true and sure remedy for the ills and maladies of women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Search the world over and you will find nothing to equal it. Taken before meals it improves the nutritive value of ordinary foods by making them easier to assimilate, and has carried hope and good cheer into thousands of darkened homes. It is effective from the first dose, and probably one bottle is all you may need. It is absolutely reliable and effective in Blood Impurities, Nervous Dyspepsia, Wasting Conditions, Melancholy, Chlorosis, Impaired Nutrition, Scrofula, Low Vitality, and all troubles of the Throat and Lungs. Dr. E. J. Boyes says: "I have found it a preparation of great merit. In a recent case a patient gained nearly twenty pounds in two months' treatment, in which it was the principal remedial agent." It carries the guarantee of reliability and cannot fail or disappoint you. Why accept a substitute? Sold by all chemists.

## THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP .....\$1,250,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF EXECUTOR OF WILLS, ATTORNEY, &amp;c., Undertaken and Executed.

SHEWAN, TOMES &amp; CO., General Managers.

Hongkong, 19th March, 1908. [48]

Telegrams: "Cyclometer." Telephone: 482.

## WE SELL,

## HIRE,

## and RE-BUILD

## MOTOR

## CARS,

## BOATS,

## LAUNCHES.

## TYPEWRITERS.

## DEPOT—KOWLOON.

## DRAGON CYCLE

## DEPOT,

## HEAD OFFICE and SHOW

## ROOMS,

33-35, Des Vœux Road, Central

Hongkong. [45]

## AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAUSE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools who are taught by the Sisters.

Hongkong, 19th April, 1907.

[16]

## Consignees.

FROM EUROPE.

## THE H. A. L. Steamship

"LIBERIA." Captain Knittel, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 23rd September, 1908. [86]

NORDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "ZIETEN."

Having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th of September, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th of September, at 9.30 A.M.

All Claims must reach us before the 4th of October, 1908, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & Co., General Agents.

Hongkong, 24th September, 1908. [8]

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamer

## "SUMATRA."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 3rd September, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent.

Hongkong, 24th September, 1908. [9]

## S.S. "CALEDONIEN"

## COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Adios* and *Dordogne*, from Vau ex s.s. *Rapallier*, and from Bardeaux ex s.s. *Frédéric Morel* and *Ville de Valenciennes*, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 4 P.M., TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 5th October, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 5th October, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 5th October, at 3 P.M.

No Fire Insurance has been effected.

P. NALIN, Acting Agent.

Hongkong, 28th September, 1908. [14]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FROM CALCUTTA, PENANG AND SINGAPORE.

## THE Company's Steamship

## "KUTSANG."

Having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 30th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 18th September, 1908. [10]



## Intimations.

## A. S. WATSON &amp; CO., LIMITED

ESTABLISHED A.D. 1841.

## AERATED WATER MANUFACTURERS.

THIS SEASON'S SPECIALITIES—

Lime Fruit  
Champagne,  
Dry Ginger Ale,  
Lemon Squash,  
Champagne Cider,  
Orange Champagne.

## WATSON'S FRUIT SYRUPS

Mixed with Aerated or plain water make

DELICIOUS COOLING DRINKS.

Guaranteed to be made from the PURE JUICE OF SOUND RIPE FRUIT.

## A. S. WATSON &amp; CO., LIMITED.

HONGKONG, CHINA AND MANILA.

ESTABLISHED 1841.

Hongkong, 29th September, 1908. [33]

## NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected material, nor to return any Contribution.

## BIRTH.

On September 23, 1908, at Shanghai, the wife of CHARLES E. LINTILHAC, of a son.

## DEATHS.

ROSE.—On 28th September, 1908, at Coolistan, Conduit Road, Hongkong, ELLIE B. (May), the dearly beloved wife of Thomas J. Rose, aged 47 years. (189)

On September 23, 1908, at Shanghai, the infant son of Mr. and Mrs. J. C. SHERNOLE, aged 6 days.

## The Hongkong Telegraph

HONGKONG, TUESDAY, SEPTEMBER 29, 1908.

## BRITISH TRADE RELATIONS WITH CHINA.

Everybody who knows Sir Robert Hart is aware of his optimistic attitude which he holds with regard to the future of China, an attitude which is endorsed and subscribed to by even the veriest neophyte of Chinese conditions. In a recent interview the Inspector-General of the Imperial Maritime Customs has been giving very sound views on some of the characteristics of trade in China. He repeated the old advice which British Consuls in China are never tired of presenting, that British merchants and traders generally, if they wish to acquire a larger proportion of the trade with China, should give more consideration to Chinese tastes and accommodate their supplies to the demands which exist within the Middle Kingdom. He was not prepared, he remarked, to say to what extent it was a fact, but the Englishman was looked upon as very conservative in his business methods in respect alike of what he supplied and what he demanded. On the other hand, Sir Robert declared, the German merchant, who during the last twenty or thirty years has entered very strenuously into competition with the British merchant, is regarded as representing the class who are ever ready to study the wishes and wants of customers, and to do their best to meet such requirements. There must, however, be many Englishmen who are anxious to find out what their customers want, with a view to please them, and at the same time there are many Germans who supply only what their manufactures can produce. But it must always be an advantage when a serious effort is made to accommodate business to the wants of customers rather than to limit competitors to the using-up of particular productions. The Inspector-General also attached much

importance to the close attention given to business by German houses, and to the fact that the representatives of German firms working in China include a larger proportion of men who speak Chinese than are at present to be found among those acting for British houses. On being asked whether he was able to indicate particularly the foreign countries now competing most seriously with Great Britain in the markets of China, Sir Robert Hart remarked:—"There are fourteen or fifteen Treaty Powers, all more or less represented in the trade with China; but the bulk of the business is still in the hands of the British. The foreign trade is shared by Japan, America, France, and Russia, and also, to a smaller extent, by other Powers. But I could not say of these that Germany is competing most seriously with Great Britain. During the last few years France has been paying more attention to Chinese trade than ever she did previously, and her enterprise is seen in the many merchant vessels that now fly the French flag along the coast of China. The Japanese are very active, and are taking part in every branch of trade all over that country. As they speak Chinese, are living under a sky much the same as their own, and are close to their base, they enjoy many advantages which other countries do not possess. The British merchant goes to China to do a big business. But the Japanese, who is working almost at his own door, if not doing a big business, is quite content to do pedlar's work. Some of the Japanese firms are, however, carrying on a very large business, and they own steamships which form a very important feature in the shipping; not merely on the coast, but also in the regular means of sea communication between China and other parts of the world." With regard to railways, in relation to foreign commerce, he observed that:—"Although Chinese are beginning to manufacture slightly for themselves, the demand which the extended railway system is likely to cause will be an ever-growing one. So that I believe we may confidently look forward to a constant increase, and not a decrease, in the trade with China. The railway idea has taken possession of China, and a few years hence the country will, as far as railways are concerned, be very much like a spider's web. Chinese drivers are in charge of all the trains on the Chinese railways; they do their work splendidly, they keep capital time, and there are very few accidents. The Chinese Government guarantees interest up to a certain point in respect of these lines, and, of course, it has the right to take them over at a future period." At the conclusion of the interview Sir Robert stated:—"I am an optimist, and I look forward hopefully to the future of China in every way, but the country requires time. The real parent of progress is a felt want, and China must be given time for carrying out any plans for the development of the country. There is no special anti-foreign feeling in China and certainly no jealousy towards British traders." This is good news for the British traders in China, especially for those in Hongkong, and it seems highly probable that the long-deferred visit of Sir Robert Hart to England, and the concise and extremely practical interviews which he has accorded the press of the homeland, will result in closer trade relations and greater enterprises between China and the mother country to the mutual advantage of each.

## LOCAL AND GENERAL.

The programme of the Hongkong Volunteer Troops and Hongkong Gymkhana Club "at home" is unavoidably held over for this issue.

For refusing him when called upon by Mr. Chas. Davis, of the Kowloon-Canton Railway, at Huihom yesterday, a ricksha coolie was fined \$3 at the Police Court, this forenoon.

It is reported from Peking that the Waiwupu has telegraphed to Sir Robert Hart to return to China at his earliest convenience, as his advice is greatly needed on financial questions.

It is stated that the Central Government is discussing the feasibility of putting heavy duties on all articles of luxury and valuable works of art and antiquity, in the same manner as is done in Japan.

The Ministry of Agriculture, Works and Commerce has decided to exploit the petroleum deposits in the district of Yennan, in Hainan province, and the industry is to be a Government monopoly.

The Viceroy of Manchuria returned to Mukden on the 17th instant from his visit to Port Arthur, Tairen and Newchwang. During his visit to Port Arthur Viceroy Ku Shih-chang subscribed \$1,500 to the Japanese Red Cross Society.

A FINE of \$30, with the alternative of one month's hard labour, was imposed on a cattle dealer in the Police Court, to-day, for causing needless suffering to cattle at Kennedy Town last night. The cows, we are told, were overcrowded in the juck and tied head down to the deck.

THERE was a little, hastily suppressed cheering when the jury returned a verdict of "not guilty" on the capital charge in the Stevenson case. The City Magistrate, and a representative of the Shanghai Taoist, occupied a seat in Court throughout the proceedings. When the jury retired the back of the Court was packed with spectators.—N. C. D. News.

## Obligation of Landlords.

## THEIR REQUIREMENTS TOWARDS TENANTS.

IMPORTANT DECISION BY THE PUINSE JUDGE.

In the Supreme Court, this morning, the Puisse Judge (Mr. Justice Gompertz) gave his reserved judgment in favour of the plaintiff in the case in which Mr. P. W. Goldring, a solicitor, of the firm of Goldring, Barlow, and Morrell, claimed the sum of \$500 damages from the Humphreys Estate and Finance Company, Limited, for alleged breach of contract. The plaintiff in his claim alleged that the defendant firm failed to comply with an agreement, whereby they undertook to keep the roof and exterior walls of the premises he occupied at Kowloon in a proper state of repair and amendment.

In the course of his judgment his Lordship said that he had decided to give a written judgment because the principles involved did not seem to be covered by authority. The plaintiff, he said, was tenant to the defendant company of a flat on the second floor of 4, Robinson Road, Kowloon, for one year from 1st November, 1907. There was an agreement by the defendant as landlords to keep the roofs and exterior walls of the premises in proper and tenable repair and amendment at their own cost. His Lordship then proceeded to explain that the typhoon of July 28th caused some damage to the ceiling of this house, and a later downpour caused leakage, doing some damage to plaintiff's personal effects, for which he claimed \$500 damages.

No structural defect was alleged and it appeared that what damage was done was caused by the accumulation of water on the roof owing to the gutter pipes becoming blocked. They were found to be choked with rubbish and grass, leaves of trees, and "black matter," and also with plaster from the wall. The defence was that a long line of cases, commencing in 1875 with Makins v. Atkinson, L. R. 6 Ex. 25, had established the principle that a landlord's covenant to repair was to be construed as a covenant to repair after notice and that no damages could be recovered unless the tenant had given the landlord notice of the defect. This doctrine the plaintiff fully admitted, but he pointed out that the ratio decidendi of all these cases was that the premises being demised to the tenant and in his possession the landlord was not at liberty to visit them to ascertain their condition and that he was therefore dependent on the tenant for information as to their state. It was urged, he went on, that where, as in this case, the tenant was merely the occupant of a flat, the landlord retaining possession of the roof, was bound himself to make such inspection as may be necessary to enable him to fulfil his covenant.

The Puisse Judge thought it clear on the facts that the plaintiff had not under his agreement of tenancy possession of the roof or right of access thereto and that he had no means of ascertaining its condition. The circumstances seemed to make it clear that the principle that notice must be given by the tenant was fundamentally based upon the circumstances of the tenancy. If notice by the tenant was necessary—if and when the landlord had parted with the possession and control of the premises—it seemed to follow that notice was necessary where defects arose in portions of the tenement retained by the landlord in his own hands. The tenant in this case had no means of knowing the state of the roof and gutters, but the landlord had.

The Court found that no notice to the landlord was necessary. If that was so, what was the liability of the landlord under his covenant? In this case it was no express covenant and not implied from the circumstances of the case that pointed out giving a decided opinion. He was inclined that it made no difference and that the covenant must be construed merely as entailing the obligation to use reasonable care to keep in repair.

The defendant firm would then be liable if they had not done all that was reasonably necessary, but not unless, Mr. Justice Gompertz continued. Have they then been negligent? he asked. He felt, he said, considerable difficulty in answering this question, but he was bound to give the decision which he had reached. He thought it was clearly the landlord's duty to inspect and not to wait for complaints from the tenant. The landlord, possibly, did not realize this, and he probably considered that he did his duty if he repaired with reasonable expedition any defect reported by the tenant. The defendant company, he thought, was in this dilemma—either the pipes had become choked by gradual accretion of matter extending over a long period of time or the obstruction was the effect of a storm of almost unparalleled violence which caused very great damage to house property, particularly to roofs. In the first contingency inspection at regular intervals would have shown the necessity for a periodical cleaning of the rain pipes. In the second, the storm caused a state of things which inspection would have revealed and which was bound to result in damage unless attended to in season, and in either event he considered the landlord had not discharged his duty to the tenant.

He must therefore give judgment for plaintiff with costs, and refer the question of the amount of damage to the Registrar.

Mr. P. M. Hodgson, of Messrs. Ewens and Harston, who appeared for the defendant firm, asked for a stay of execution, pending appeal.

Mr. Justice Gompertz—Yes, on what ground?

Mr. Hodgson replied that he would have to set out his ground.

Mr. Justice Gompertz—Can't the matter be arranged?

Mr. E. J. Crist (for the plaintiff) stated that execution could only be stayed on certain grounds.

Mr. Hodgson—I don't want to prejudice my client, but the defendant firm is a very substantial one.

After further discussion Mr. Hodgson was given leave to make his application in chambers.

## Typhoon Warnings.

## SUGGESTIONS FOR IMPROVEMENT.

FATHER ALGUE'S RECOMMENDATIONS.

We have received the following correspondence for publication:—

Editor, Hongkong Telegraph.  
While in Manila I had an interview with Father Algue of the Observatory. It developed in the course of conversation that to further safeguard Hongkong from typhoons the scientific much wishes there were communication with the islands that lie between the northern extreme of the Philippines and Formosa. It appears that certain of the typhoons which ravage Hongkong sweep through this channel, from which no observations can be secured because there is no telegraphic communication.

The storms which thus pass North of the Philippines do not affect those islands themselves, and the Philippine Government declines to assume expense of establishing the desired communication for that reason. Father Algue gave me to understand that if an observer with cable communication had been stationed on these islands, that it is possible the serious typhoons of 1906 and 1908 could have been forecasted a day and a half or two days in advance. Most of us know little or nothing about storms, but Father Algue knows a great deal. His insistence that it would be very beneficial to Hongkong if this city had the benefit of observations on the Batanes Islands is important. In order to give publicity to the matter I append a letter received by me from Father Algue.

AMOS P. WILDER,  
American Consul-General,  
Hongkong, 29th September.

The Government of the Philippine Islands,  
Weather Bureau, Central Office,  
Manila.

Sir,—Referring to our conversation on the occasion of your visit to Manila Observatory, I beg to say that, while there is no absolutely certain means of guarding the British Colony of Hongkong against surprises in the nature of small, but violent typhoons, much could be vastly improved by closing the gap between Aparri, on the island of Luzon, and Formosa, by erecting in the Balingting Channel a station having telegraphic communication either with Manila or Hongkong, or, preferably, with both. The most suitable point for such station is Santo Domingo, Batanes Islands. But a well-sight insurmountable difficulty lies in the cost. A cable from the said place to the nearest telegraph station on land, a distance of 124 nautical miles in the air, seems out of question. Moreover, the land line from Aparri to Manila can never be depended upon during the typhoon season.

It has been suggested to me that a wireless telegraph station would cost vastly less than a cable and would probably prove much more efficient. Such an apparatus, capable of sending messages to a distance of 500 miles, if installed at Santo Domingo, could communicate directly with the wireless station of the British Fleet at Hongkong and the station of the U. S. Army at Manila. The co-operation of the military and naval authorities could be secured without difficulty.

An additional safeguard, which together with the former would almost completely eliminate the danger of surprises would consist in equipping all the steamers which ply regularly in those waters, with wireless apparatus. Even if capable of sending messages only to distance up to 250 miles, the case would be rare in which timely warning of some prowling typhoon could not be given by at least one of them, either to Hongkong directly, or via Santo Domingo, or Manila.

However, all these precautions entail very great expenses, and I fear that things are bound to continue as they have hitherto. Very respectfully,

(Signed), JOSE ALGUE,  
Director, Weather Bureau.

## CHOLERA IN MANILA.

## FLEET'S RECEPTION.

The Colombian-American, of 26th inst., contains the following:—

Washington, September 25.  
Secretary of the Navy Metcalf has informed me that he has given orders to the admiral commanding the battleship fleet, now en route to Manila, to refuse shore leave to the men of the crews of the ships unless cholera is eradicated before the ships arrive. Secretary Metcalf said that he regretted deeply the necessity of this step but that it was usual and necessary under the conditions.

GEORGE F. CONN.  
Cholera is decreasing rapidly in Manila. Yesterday's record was astonishingly favourable. Yet naval men here say that if there is but one case when the fleet arrives, it is probable that the crews will not be permitted to participate in the festivities arranged for them.

Governor-General Smith said last night to the Callanags American:—

"I have not heard from Washington as to the prospects of the fleet crews landing here. I have kept the authorities at Washington informed of the real situation here. If the navy should conclude not to permit the men to land at this time, we have still every opportunity to carry out our programme. It will be delayed, but not impaired."

"Either the fleet can take on the necessary coastal supplies and go out to sea for a month, target practice, or it can reluctantly take its coal and provisions and go to Japan. Later, when cholera is thoroughly eradicated, the celebration here would have lost nothing of its joyousness nor the welcome any of its favour."

"The cholera situation is well in hand now, but one cannot predict the curious freaks of the disease. Manila will be thoroughly cleaned up within a week. Still we are prepared to submit to the dictum of the naval authorities."

Up to ten o'clock last evening there were 31 cases of cholera registered at the central station of the bureau of health, accompanied by 6 deaths. There were several suspects among this number. One of the victims was the British Indian warehouseman of the bureau of health.

## DISINFECTION OF INFECTED PREMISES.

## COMPREHENSIVE BYE-LAWS.

As the result of the report of the Committee appointed to report on the bye-laws for disinfection of infected premises, a comprehensive set of bye-laws was placed before the Sanitary Board this afternoon for its consideration. The bye-laws are divided into three heads, viz.—(1) Disinfection of infected premises, (2) Removal of patients, and (3) Prevention and mitigation of epidemic, epidemic, contagious or infectious disease. The following is the opening paragraph of the bye-laws:—

In the following bye-laws, the words "epidemic, epidemic, contagious or infectious disease" shall mean and include bubonic plague, cholera, small-pox, diphtheria, scarlet fever, typhus fever, enteric fever, relapsing fever and such other diseases as may from time to time be defined by the Board by resolution. The words "infected premises" shall mean and include any premises in which any person suffering from any epidemic, epidemic, contagious or infectious disease is, or has been, recently located, and any premises in which any animal infected with bubonic plague or dead from the same has been found.

The bye-laws end thus:—

For the purpose of these bye-laws, any member of the Board or officer of the Sanitary Department may enter premises without notice between the hours of 8 a.m. and 6 p.m.

The Hon. Mr. H. A. W. Slade moved:—Measles and whooping cough can at any time be brought into the definition by special resolution of the Board if it is deemed necessary.

Mr. A. Shelton Hooper:—I do not think measles or whooping cough should be included in the definition.

## CEMETERY BYE-LAWS.

## MR. HOOPER AGAINST "JOSS" STICKS.

Following is the report of the committee appointed to consider the Cemetery Bye-laws:—

1.—The committee recommend that the cemetery bye-laws be amended in the sense of the accompanying draft bye-laws.

2.—The amendments are as follows:—

A. Cemeteries other than Chinese cemeteries.

Section 4. Six feet amended to five feet.

Section 5. Children and members of the same family may be buried in the same grave provided there is at least 30 inches between the ground surface and the top of the uppermost coffin.

Section 7. The words "or chuanam" are deleted.

Section 8. Permission for re-opening of a grave to be given by the Board.

Section 9. Is made more definite.

Additional sections are added, setting out that certain parts of the Colonial Cemetery should be set aside for the burial of certain classes of persons with power to the Board to grant exemptions; and also a section prohibiting the burning of incense sticks and the firing of fire crackers.

B. Chinese Cemeteries.

Section 14 is deleted as it was ultra vires, and so is also the last part of Section 15.

Sections 16, 17 and 18 are amended as regards covering of graves, and permission of the Board is necessary for re-opening a grave.

Mr. Lau Chu Pak moved:—I still maintain that \$10 is too much for a site in Section D of the Chinese Cemeteries. \$10 is reasonable.

Mr. A. Shelton Hooper:—In the proposed Byelaw No. 12, prohibiting the burning of "incense" sticks in the Colonial Cemetery, I recommend that the word "joss" be substituted for "incense."

## TYPHOON WARNING.

The American Consul-General received the following telegram from the Manila Observatory at 1 p.m. to-day:—

Cyclone or typhoon E. of Luzon, less than 300 miles distant, almost stationary.

H. E. Lu-Chen, being Chinese Minister at The Hague, has again urged upon the Central Government the importance of a speedy revision of the criminal laws in accordance with the modern ideas of Europe and America. The Minister states that the reason why China was placed in the list of third-rate Powers at the last Peace Conference at The Hague, was because this country still continued to use laws framed after the manner of the ancients.

An addition was made on 26th ult. to the fleet of steamers owned by the Ocean Steamship Company, Limited, of Liverpool (Messrs. Alfred Holt and Co. Limited) by the launch of the steamship Th. a. v. The vessel has been built by Messrs. Workman, Clark and Co., of Belfast, and is 450 ft. in length, with a gross tonnage of 6,800, and is intended for trade to the Far East. This is the eighteenth steamer built in these works for the Ocean Steamship Company's fleet. State-rooms for a number of saloon passengers have been arranged on the boat deck. The ventilation of the passenger accommodation throughout has received special attention.

The following gentlemen have been appointed by Lord Crewe, the Secretary of State for the Colonies, to constitute the Crown Agents' Inquiry Committee: Colonel J. E. B. Seely, D.S.O., M.P. (chairman); the Rt. Hon. Sir F. Mowat, G.C.B., D.S.O.; Sir Ralph Moor, K.C.M.G.; S. M. Leather, Esq.; C. A. Harris, Esq.; C. H. C.M.G.; Sir Albert Spicer, Bart., M.P.; H. J. Gibson, Esq.; C. B. R. Bailey, Esq.; T. S. O. M.V.O.; A. J. Harding (secretary). The terms of reference are:—"To report upon the best method of selecting the clerical and technical staff for the office of the Crown Agents for the Colonies, and particularly to consider the conditions of tenure, the scale of payment of salaries and pensions, and how far arrangements in this office are in accord, or can be brought into harmony, with the principles governing the Civil Service."—L. A. G. Express.

## Telegrams.

## "HONGKONG TELEGRAPH" SERVICE.

## SUICIDE OF SHANGHAI DENTIST.

MR. WARD HALL SHOOT HIMSELF.

[From Our Own Correspondent.]

Shanghai, 29th September,

8.10 p.m.

Mr. J. Ward Hall, dentist, of 2, The Bund, committed suicide by shooting himself with a revolver to-day.

It is reported that Mr. Hall's rash act was the result of temporary insanity. He had been bitten by a dog and, fearing hydrophobia, was driven to self-destruction.

## POPULAR BROKER'S DEATH.

THE LATE MR. EDMONSTON.

[From Our Own Correspondent.]

Shanghai, 29th September,

8.10 p.m.

Mr. L. C. B. Edmonston, the popular exchange broker, of the firm of Edmonston and Maitland, died from an abscess of the liver, last night.

## THE JAPANESE BOYCOTT.

SINGAPORE FIRM MULCTED.

[By courtesy of the "Sheng Po."] Singapore, 28th September.

A certain Chinese firm here which imported merchandise by mistake from a certain country has expressed its regret [to the local Chinese guild] and its willingness to be mulcted in the sum of \$1,500.

Thus has the matter been settled.

## UNCLAIMED CARGO.

VESSEL IN SINGAPORE ROADS.

[By courtesy of the "Sheng Po."] Singapore, 28th September.

There is at present a large vessel with goods from a certain country to the value of \$10,000 lying in the Singapore roads.

No consignee has come forward to claim the cargo.

## THE PACIFIC FLEET.

CHINESE COMMISSIONERS FOR AMOY.

[By courtesy of the "Sheng Po."] Peking, 28th September.

An Imperial Decree has been issued deputed Yik Long and Leung Tun-in to Amoy to welcome the U.S. Pacific fleet.

## THE DALAI LLAMA.

ARRIVAL IN PEKING.

[By courtesy of the "Sheng Po."] Peking, 28th September.

The Dalai Llama arrived in Peking yesterday with his large retinue.

The Buddhist Pontiff will be received in audience by their Majesties to-morrow in the Yun San Palace.

## ARREST THE TYPHOON.

INQUIRY CONTINUED IN PORTLAND STREET COLLAPSE.

The inquiry into the circumstances attending the death of several persons, who were killed by the collapse of a number of houses in Portland Street, Yau-ma-tei, during the last typhoon, was continued at the Magistracy, this afternoon, Mr. J. H. Kemp presiding as Coroner. The jury consisted of Messrs. Frank Austen, Hugh Denning and G. G. Calchick. (Inspector McHardy was present on behalf of the police. Readers will remember the facts of the case which have been detailed with considerable amplification in the columns of the Hongkong Telegraph, and it is unnecessary to enter into further particulars. It may be remembered that the case was remanded until this afternoon when more evidence was submitted. The proceedings had not concluded, when the court was adjourned.)



## Telegrams.

## "HONGKONG TELEGRAPH" SERVICE.

## TYPHOON IN THE PHILIPPINES.

## LOSS OF THE S.S. "TARLAC."

IMMENSE DAMAGE IN BORONGAN.

[From Our Own Correspondent.]

Manila, 20th September, 10.15 a.m.

The Tabacalera Co.'s steamship *Tarlac* has been lost off Samar during the typhoon which visited the southern provinces.

The crew of the *Tarlac* have been saved.

The vessel was covered by insurance to the full value of 180,000 [? pesos].

The probable damage near Borongan, the capital of Samar Island, is estimated at four millions.

[The *Tarlac* is a steel screw steamer of 667 tons; built in 1893; by the Cia Transatlantica at Cadix. She is owned by the Cie. General de Tabacos de Filipinas.—Ed., H.K.T.]

The *Manila Times*, of 24th inst., says:—Manila has again apparently escaped the full force of the typhoon which was threatening the city yesterday. Yesterday afternoon No. 6 signal was hoisted at the Semaphore station and notification sent out that the storm would pass to the south of and very near Manila at an early hour, this morning. It evidently changed its course, however, for at 6.30 this morning No. 6 signal gave place to No. 3, indicating that the typhoon was passing southward at a considerable distance.

The cyclone's centre passed 110 to 120 miles south of Manila early this morning. The storm was felt mostly over Samar, Northern Leyte, South-eastern Luzon, Northern Panay, Masbate, Romblon and adjacent islands, and Mindoro. It is now in the China Sea west of Mindoro, and moving west-north-west.

The lowest barometric reading is reported from Catbalogan—710 mm.

That the storm has been severely felt to the southward is indicated by the following telegram to the Bureau of Education received this morning from Mr. Barrera, supervising teacher on the Island of Romblon:

"Storm last night very destructive. Damage to school buildings and property great. Property loss to province beyond estimate."

The worst damage seems to have been done in the town of Masbate. The Bureau of Posts is in receipt of a telegram from the postmaster at that point stating that practically all of the buildings in the town had been blown down with the exception of the postal and telegraph building.

Romblon has also suffered severely and telegraph lines are down in Northern Samar. Other prints are yet to be heard from.

[Reuter's.]

## Affairs in the Balkans.

LONDON, 27th September.

The conference between the Russian, German, Austrian, and Italian ministers is regarded as betokening considerable anxiety in regard to Near Eastern affairs.

Austria, it is persistently reported, contemplates taking steps to secure the permanent incorporation of Bosnia and Herzegovina.

In regard to the Oriental railway, there is every indication that Bulgaria is determined to keep control of the line and to ignore the Turkish protests.

## The Hearst Revelation.

The Hearst newspaper revelations in America have produced a regular campaign of mutual recrimination of party leaders in which President Roosevelt is vigorously participating.

Several Republican and Democratic office bearers have already resigned owing to their connection with the Standard Oil and other trusts.

Later.

## Germany's Third "Dreadnought."

The German battleship *Rheinland*, third of the *Dreadnought* type, has been launched at Stettin.

## Turkey and Bulgaria.

Turkish official circles view the Bulgarian imbroglio favourably, and think the matter will be settled by a compromise.

## THE LATE MR. REGINALD HARDING.

## THE FUNERAL.

The funeral of the late Mr. Reginald Harding, whose death came about early yesterday morning, in the verandah of the Connaught Hotel under such tragic circumstances, took place at the Happy Valley this afternoon. The cortege was heavily laden with wreaths and was followed by a large number of friends to the last resting place. It has come to our knowledge that deceased left a letter which was found by the police in his room, saying that he was about to kill himself, but the letter gave no reason.

## THE BUILDING AUTHORITY.

## RULES RELATING TO REPORTS ON NUISANCES.

The following letter was considered at the Sanitary Board meeting to-day:—  
Colonial Secretary's Office,  
20th September, 1908.  
Sir, I am directed to transmit for the information of the Sanitary Board the enclosed copy of rules for guidance of Sanitary Inspectors in making reports on nuisances under Part III of the Public Health and Buildings Ordinance for the information of the Building Authority. I am to add that these rules have received the sanction of His Excellency the Governor.—I am, etc.,  
(Sd.), F. H. MAY,  
Colonial Secretary.

The Secretary,

The Sanitary Board.

Rules concerning reports made to the Building Authority by Sanitary Inspectors.

In all cases, inquiries should be made beforehand as to whether modifications have been granted covering the apparently illegal point. Whenever possible, measurements in support of the report should be given and the Inspector should state where possible who, in his opinion, caused the nuisance.

1.—Insufficiency of window area.—A minute by the Medical Officer of Health should be added in each case before reports are forwarded stating whether he considers that action is required or not.

2.—Obstruction of open space.—Same course to be followed as for 1.

3.—Structures of roof.—All matters of this nature to be reported, except trivial erections for clothes drying, etc.

4.—Latrines in yards.—When yards have an area of 60 sq. feet or over, latrines are not to be reported as obstructions of open spaces.

Any deficiency in size of latrines is not to be reported.

5.—Rendering walls of kitchens.—No deficiency of less than 1 sq. yard in the aggregate to be reported.

6.—Floors of upper floor kitchens.—No minor defects to be reported unless leakage through to floor below is occurring.

7.—Concrete of ground surfaces.—Where floors and yards are reasonably clean, no defects to be reported unless—

(a) Some portion of the concrete is entirely destroyed, or

(b) At least 1 sq. yard is in a very defective state, or

(c) The surface of a considerable area is in a defective state; or

(d) There is evidence of rat-runs.

Where floors are liable to be in a filthy condition by reason of any trade carried on, or where it is essential that they should be maintained in good condition, such as in bakeries, all defects are to be reported. A brief statement of the nature and extent of the defects should, however, be given.

8.—Kitchen hoard and flies.—No reports to be made regarding these except in the case of existing houses or other trades for which flies must be maintained unless a complaint has been received from some neighbouring occupier.

9.—Waste pipes.—Choked pipes to be dealt with by Sanitary Department under Domestic Cleanliness Byelaws. Reports to Building Authority to be limited to broken pipes.

10.—Glazed area.—No reports to be made as regards sashes not being glazed unless—

(a) They must have been boarded up or otherwise obstructed, or

(b) The tenants complain of the want of glazing.

## WATER POLO.

## MIDDLESEX INTER-COMPANY COMPETITION.

Yesterday afternoon the Victoria Recreation Club's bath and enclosure were placed at the disposal of the Middlesex Regiment for their yearly Inter-Company Water Polo Competition. Soon after 4 p.m. the first match was started and the club's enclosure was filled with interested military spectators. In all, four matches were played, the last just being finished, before dark. Mr. L. E. Limmert of the V.R.C. kindly acted as referee, which duty he performed to the satisfaction of all the players concerned.

The first match between the "D" Company, and "B" Company, was by far the most interesting match of the four, resulting in favour of the former Company by 4 goals to nil.

The second match between "A" and "E" Companies was also a good one and ended in a victory for "A" Company by 7 goals to one.

In the third match, "F" Company appeared to have things all their own way and had little difficulty in netting 13 goals to nil, against the "C" Company, although the latter Company put up a very plucky defence.

The last match between "G" and "H" Companies was again pretty one-sided, the former scoring 8 goals to nil. "H" Company had some very good chances of setting time after time, but in most cases they allowed the ball to get into their rivals' hands and the few weak attempts which they made to score never materialized.

Considering that many of the Middlesex men have never played Water Polo before, it seems very creditable for them to have taken part in this aquatic game, which is without doubt one of the most trying of all athletics. It is also a pity that a few rules of the game were not also distributed amongst the players, as some appeared to be quite ignorant of the rules, such as attempting to shoot from a free throw, but a special feature of the game was the absence of fouling, although now and then in the heat of excitement a few took place.

We understood the semi-final and final in the above competition takes place to-day and to-morrow at the Royal Engineers' Canoe.

From yesterday's play, it appeared to every body present that, on their play, the "F" Company should win this competition, although "G" Company is pretty well favoured amongst the Middlesex men.

## WATER TANKS IN BACKYARDS.

## COMMITTEE'S RECOMMENDATIONS.

The following correspondence relative to water tanks in backyards, was considered by the members of the Sanitary Board this afternoon.

We consider it advisable that every facility should be afforded to occupiers who wish to have tanks or cisterns on their premises.

(1) To enable them to store sufficient water in the dry season to thoroughly cleanse their premises, which the intermittent system, particularly on the Rider Main Districts, does not admit of.

(2) And to enable them to readily obtain water in case of fire, which, if taken in the incipient stage, may prevent the least destruction of house property and possibly human life.

(b) It should be optional for the owner to build the tank of brick and cement to the satisfaction of the Building Authority as iron, corrodes, and if it is built in yard and thereby contravenes Section 173 of the Public Health and Buildings Ordinance, it should be lawful for the Board to grant exemption.

(c) This is governed by the first mentioned regulation.

(d) Each cistern or tank should be cleared quarterly. Limewashing not required.

(Sd.), A. SHELTON HOOPER,  
LAU CHU-PAK.

Dr. J. M. Atkinson introduced this proviso—that for domestic purposes, iron tanks are preferable.

## HOK-UN-HOOSHS.

MESSES. SHERMAN, TOMES & CO. OBJECT TO VILLAGERS' APPLICATION.

Application for permission to re-occupy the houses in Hok Un which were closed by order of the Board during the plague season, was considered by the Sanitary Board to-day:—

[Translation.]

The petition of Tsang Tam-ise of No. 56, Li Shing, No. 107, and Tse Tai, No. 36, Hok Un, praying that their houses may be released. On the 30th May last, the above houses were ordered to be closed on account of plague. Now several months have passed and the health of the Colony has been restored. The petitioners therefore venture to pray that they be allowed to re-occupy the houses.

To the Hon. Registrar General and Medical Officer of Health.

I read, Sanitary Department.—I have had a survey made of this place and I find that there are 1,092 persons living in these 212 huts. Their general sanitary condition is in many cases very bad indeed, and it would be quite useless trying to improve them. The walls are loose stones making rat runs, the floors mud, and many of them are basement. They are certainly overcrowded in many cases. The village appears to be a cheap lodging house for cement and dock coolies.

As the closing was made on account of plague, I do not think there would be any risk in opening these for the next five months as far as plague is concerned. But I consider that steps should be taken to remove this village, as it is far too close to the ordinary built-up area. The village-type plan could be used in its place by the few who are genuine villagers and the coolies can get a tenement floor at the rate of about 20 to a floor, now under the new law, which does not make it expensive for them. The plague figures for this place have already been given. Roughly, the place itself has 25 cases in 100, and many other cases in Hongkong, etc., which could be more or less traced to it. Cats, if enough were kept, would no doubt do good, but I do not see how the present staff will be able to make sure that enough cats really are kept, so that the cat-keeping would depend on the people themselves more or less. You cannot get rid of the fear in the houses.

(Sd.), H. MACFARLANE,  
Assistant Medical Officer of Health.

149. B.

Green Island Cement Co., Ltd.  
16th September, 1908.

Dear Sir,—Some months ago, some huts near our Works on the opposite side of the road at Hok Un were closed, owing to plague being very prevalent. We understand application has been made to re-inhabit them. We hope the application will be refused, as it is a source of great danger to have these insanitary dwellings occupied by people so near a large works such as ours are.—We are, etc.,  
SHERMAN, TOMES & CO.,  
General Managers.

The Secretary,  
Sanitary Board.

Mr. A. Shelton Hooper intimated:—I consider all the buildings should be demolished, as they are a source of danger to the whole neighbourhood.

REMOVAL OF CITY REFUSE.

PURCHASE OF STEAM LIGHTERS.

The following letter from Government in connection with the disposal of the City refuse was laid on the table at the meeting of the Sanitary Board this afternoon:—

Colonial Secretary's Office,  
Hongkong, 18th September, 1908.

Sir,—With reference to the report of the Committee appointed to consider the various tenders submitted in connection with the disposal of the City refuse, dated the 8th of July, 1907, and to the consequent proposal to purchase three steam lighters for the disposal at sea of the refuse from the City and Hill District of the Colony, I am directed to state for the information of the Sanitary Board that in view of the recent letting of the Scavenging Contract at reduced figures, and of the large capital outlay which would be involved in the acquisition of the steam lighters recommended by the Committee, the Government proposes to hold the project in abeyance.—I am, etc.,  
F. H. MAY,  
Colonial Secretary.

The Secretary,  
Sanitary Board.

## CANTON DAY BY DAY.

## THE OPIUM TRADE.

[From Our Own Correspondent.]

Canton, 28th September.

The Shan Hou Chu, of Board of Reorganization, has issued a new rule that all raw opium importers in Canton are required to register at the Chu and to take all opium that they import to the Chu to be examined immediately on the day of landing, before they can be allowed to sell the opium to others, as the Chu is desirous of keeping a correct record of the total amount of opium daily imported into Canton. The importers protested against the Shan Hou Chu's proposed action and threaten to go on strike, should the Chu enforce the new rule.

## CONSULAR VISIT.

H. E. Viceroy Chang Jen Chueh will receive the American Consul at Canton at 10 o'clock on the morning of the 30th instant.

## MILITARY REORGANIZATION.

Commander Cheung Wai Chi, a member of the Board of War, who had been deputed to Canton with instructions to make an investigation into the work of reorganization of the military forces, arrived here this morning.

## APPLICATION TO CARRY ARMS.

Applications have been made from many different villages to the Shan Hou Chu, each for a number of rifles for protection purposes. The Chu has now obtained permission from the Viceroy to place an order with Messrs. Carlows & Co. for 5,000 rifles in order to meet the demand.

## HELD TO RANSOM.

On the 22nd instant a number of robbers attacked a village named Kau Wong Ting, in the Nanshui district, where they kidnapped a man of eighty-three years of age, in addition to securing a large quantity of booty valued at several thousand dollars. The kidnapped man is the father of Wei Yuen Sin Ying Fun, who is serving at the Bureau of Foreign Affairs at Tientsin. The robbers now demand a sum of \$40,000 for the release of the aged man.

## THEATRICAL PERFORMANCES.

A petition has been presented to the Central Police Station by some female actors asking for permission to give performances in the Lok Shih Theatre for twenty days and for which they promise to pay \$100 each day from the proceeds towards the flood relief funds; the petition has been refused.

## KOREAN AFFAIRS.

## THE NATIONAL FUNDS.

We are in receipt of a letter from Messrs. Croese and Yamashita, barristers-at-law, Kobe, on behalf of their client Mr. E. T. Bethell, of Seoul, Korea, taking exception to a statement appearing in the issue of the *Hongkong Telegraph* of the 5th inst., reading as follows:—

Tokio, 30th August.

"It is reported from Japanese sources that there is continued native agitation in Seoul against Mr. Bethell in connection with the national debt redemption funds. The Japanese telegram states that Mr. Bethell confessed to misappropriation in reply to remonstrative inquiries that were made yesterday."

This statement, originally appeared as a telegram in the columns of an important and reputable Shanghai contemporary and was reproduced by us, the journal from which it was culled being quoted.

Messrs. Croese and Yamashita inform us that the statement is absolutely and totally false and untrue. We are glad of the opportunity afforded us for making an early retraction of the statement with the assurance that its reproduction was prompted by no motive of malice. We regret its publication in the columns of the *Telegraph*.

## THE TOYO KISEN KAISHA.

The Toyo Kisen Kaisha was to hold its semi-annual meeting on the 20th instant. The results of the half-year's working, says the *Yokohama Mail*, have not been satisfactory. The Company's 10,000-ton ships plying on the Pacific have not as a rule obtained six or seven hundred tons of cargo, and had it not been for considerable shipments of kerosene oil the outcome would have been still worse. The *Tsuyo Maru* has begun her career most successfully, but as her first trip was not made until June, she scarcely affects the accounts at all. The Company is nevertheless able to place ¥10,000 to its reserves and to pay a dividend at the rate of five per cent on its ordinary shares, after paying 12 per cent on its preference shares. That is not such a bad showing; yet the Company's shares (¥50 paid up) are now quoted at ¥25 in the open market.

## SHIPPING AND MAILS.

## MAILS.

English (*Dalia*) 30th inst., 3 p.m.  
German (*Princess Alice*) 7th prox.  
American (*Asia*) 8th prox.

The *S.S. Craigdar* arrived at Manila on 28th inst.

The *S.S. Severic* left Seattle for Hongkong via ports on 26th inst.

The P. M. S. S. Co.'s *S.S. Korea*, which left Hongkong on 29th ult., arrived at San Francisco on 27th inst.

The Imperial German Mail *S.S. Zilia*, which left here on 25th inst., arrived at Shanghai on 27th inst., at midnight.

The Imperial German Mail *S.S. Prinzessin Friedrich*, which left here on 26th inst., at 1 p.m., arrived at Singapore on 28th inst., at 2 p.m.

The Imperial German Mail *S.S. Lucretia* left Kobe via Nagasaki and Fuchow on 28th inst., at 1 p.m., and may be expected here on 6th prox., p.m.

The N. Y. K. Co.'s *S.S. Kagikuma Maru*, Bombay Line, left Bombay for this port via Colombo and Singapore on 26th inst., and is expected here on 7th prox.

The C. P. & N. Co.'s *S.S. Empress of China* arrived at Shanghai at 1.30 a.m. on 29th inst., and leaves again at 7.0 p.m. same day, for Nagasaki, where she is due to arrive at 6 a.m. on 1st prox.

## To-day's Advertisement.

## FROM EUROPE.

THE H. A. L. Stegmahp

"SAMBIA."

Captain Hildebrandt, having arrived, Consignees of Cargo are hereby requested to send in their bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding has, discharge will be landed at consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th October, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd October, at 3 P.M.

No Fire Insurance has been effected.  
HAMBURG-AMERIKA LINE,  
Hongkong Office,  
Hongkong, 29th September, 1908. [378]

## CURIOUS ACCIDENT IN D'AGUILAR STREET.

## BOY WITH A DISLOCATED NECK LIVES NEARLY TWO DAYS.

A strange accident which resulted in the death of a twelve-year-old lad, is now occupying the attention of the police. On Sunday last while playing with other friends on the landing of the second floor of his house, in D'Aguilar Street, the lad suddenly slipped, and being unable to regain his hold on the banister, rolled down a flight of steps. He was picked up by his parents from the first floor landing, and put to bed. But for a bruise on the head, his parents did not think the boy was seriously hurt, and attended to him themselves. Yesterday, however, he died, Inspector Ritchie, to whom the matter was reported, caused the body to be sent to the mortuary, where a post-mortem examination was held, and the cause of death was given as dislocation of the neck. The unfortunate lad must have injured his neck by the fall, and it is to be wondered at how he managed to survive that length of time. It is possible that an inquiry will be held in the course of next week, and it remains for the medical officers to explain if prompt steps had been taken whether the boy's life would have been saved.

## MARINE LOT No. 29.

## MODIFICATION OF A CLAUSE.

The following application for a modification of the requirements of Clause 11 of Schedule G of the Public Health and Buildings Ordinance, 1903-1908, in respect of the two houses on Marine Lot No. 29, was considered by the Members of the Sanitary Board at their fortnightly meeting this afternoon:—

Hongkong, 18th August, 1908.

Dear Sir,—We beg to apply for a modification of Clause 11, Schedule G, with reference to twelve Chinese houses to be erected on the above lot with verandahs to Queen's Road.

Plans of proposed houses and verandahs have been submitted to the Building Authority.—Yours faithfully,  
LEIGH & ORANGE.

The Secretary,  
Sanitary Board.

## OPIUM SUPPRESSION.

## COMMISSION OF INVESTIGATION.

By special orders of the Empress Dowager, their Excellencies Ching Hsing and Ting Che-cho (formerly Tartar-General at Fochow and Viceroy of the Yunkwei Provinces), Imperial Commissioners in charge of the suppression of opium in Peking, have left here for the South, South-West and Central China to make personal investigations about the existing condition of the foreign and native drugs, and to see how they can be suppressed at as early a date as possible; also to find out whether there are any habitual opium smokers among the Viceroy, Governors and other high Provincial authorities, writes the *Peking correspondent* of the *N. C. Daily News* on 15th Sept. In other ways the Chinese officials in Peking and Tientsin are exerting themselves to stamp out the national evil, and many officials have been degraded and dismissed from their posts because they did not get rid of their opium habit within the fixed period. It is stated that this fresh energy on the part of the Chinese authorities is chiefly due to the recent communication from H.B.M. Minister in Peking, who complained about the slowness of the Chinese officials in suppressing the use of opium in the various Provinces. Sir John Jordan is reported to have warned the Chinese Government that it will be called upon to pay monetary compensation to the British Indian Government for the yearly reduction of the importation of the Indian opium, if China cannot abolish the trade within the fixed period of ten years from September 1906. H.E. Lu Chuan-lin, who is also one of the four Opium Commissioners, will proceed to Shanghai shortly, partly to make preparations for the coming international opium conference at your port, and partly on account of other important affairs which are unknown to the public at present.

The *Taking Pao* of Tientsin reports that Viceroy Yang has been instructed by the Peking Government to cancel the agreement recently signed between Mr. C. B. Towns and the Chinese Official Opium Prohibition Office, and to allow the American specialist, who is supposed to be in possession of a secret cure for opium to open all opium houses in the Chinese city.

## Intimations.

## YOU MAY BUY

## FROM US A

## VICTOR



AT

\$2 per week.

CALL AND HEAR

OUR

LATEST

RECORDS,

IMPROVED

MACHINES

AND THE

MARVELLOUS

AUXETOPHONE

THE

ROBINSON

PIANO

CO. LTD.

Hongkong, 22nd August, 1908. [35]

KOWLOON

HOTEL.

"THE CATCH OF THE

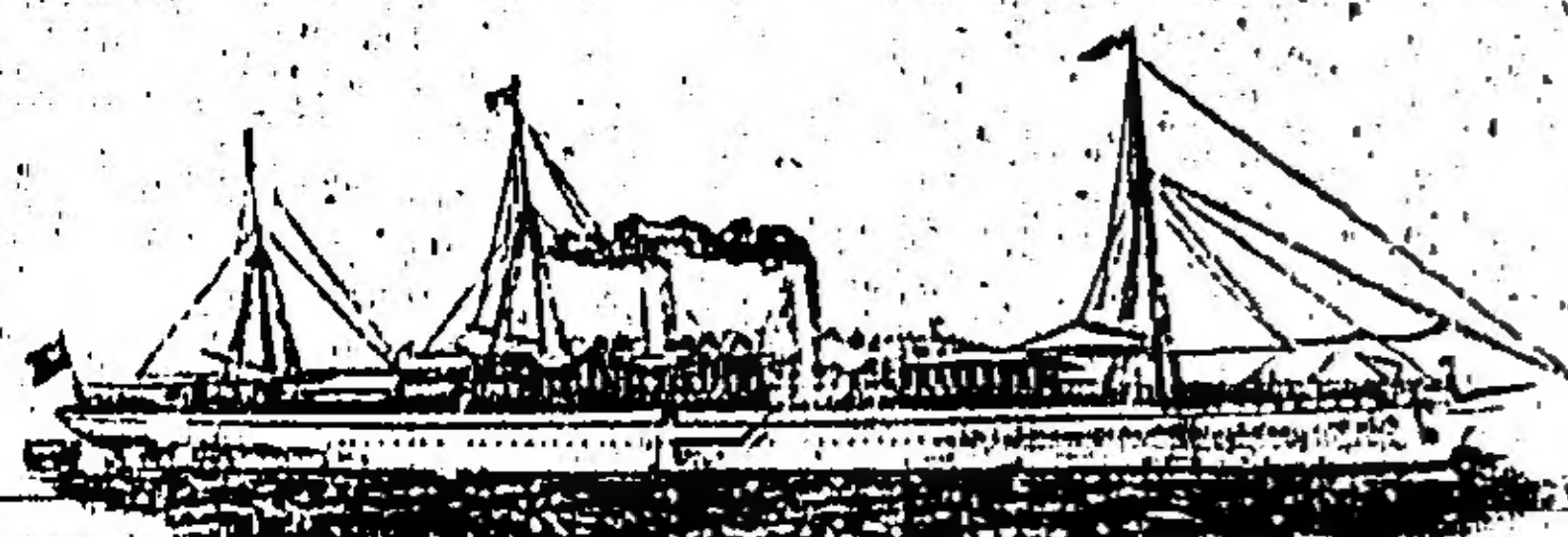
COLD SEASON."

MUSICAL DINNERS

EVERY



## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

## Luxury—Speed—Functuality.

The only Line that Maintains a Regular Schedule Service of under 12 Days across the Pacific in the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

19 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S. Tons	LEAVE HONGKONG ARRIVE VANCOUVER
"MONTEAGLE" 6,163	SATURDAY, Oct. 3rd ..... Oct. 27th
"EMPRESS OF INDIA" 6,000	SATURDAY, Oct. 17th ..... Nov. 7th
"EMPRESS OF JAPAN" 6,000	SATURDAY, Nov. 7th ..... Nov. 28th
"EMPRESS OF CHINA" 6,000	SATURDAY, Nov. 28th ..... Dec. 19th
"MONTEAGLE" 6,163	SATURDAY, Dec. 12th ..... Jan. 5th, 1909.
"EMPRESS OF INDIA" 6,000	SATURDAY, Dec. 26th ..... Jan. 16th

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. "EMPRESS" steamships depart from Hongkong at 4 P.M.

S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, HAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £71.10

Hongkong to London, Intermediate on Steamers, and 1st Class on Railways... £40. " £42.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, &c.,

15] Corner Paddar Street and Praya, Opposite Blake Pier.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For	Steamship	On
SHANGHAI, ANTUNG and NEW-CHANG	"WAISHING"	THURSDAY, 1st Oct., Noon.
TIENSIN VIA CHEFOO	"CHEUNGSHING"	THURSDAY, 1st Oct., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOI	"KUTSANG"	FRIDAY, 2nd Oct., Noon.
MANILA	"YUENSANG"	FRIDAY, 2nd Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"NANSANG"	FRIDAY, 9th Oct., 1 P.M.
MANILA	"LOONGSANG"	FRIDAY, 9th Oct., 4 P.M.

## RETURN TOURS TO JAPAN.

OCCUPYING 14 DAYS.

The steamers "Kutsang," "Nansang" and "Loongsang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 7 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

\* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang. For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,

Telephone No. 61. Hongkong, 29th September, 1908. [10]

## CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SWATOW, AMOY, SHANGHAI and CHINKIANG	"HUPEH"	30th Sept. 2 P.M.
MANILA	"TAMING"	30th " 4 P.M.
SAMARANG & SOERABAYA	"SHANTUNG"	2nd Oct. " "
CEBU & ILOILO	"SUNGKIANG"	6th " " "
MANILA	"TEAN"	6th " " "
MANILA, ZAMBOANGA and AUS-TRALIA	"TAIYUAN"	10th " " "

MANILA and TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A daily qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE.

Telephone No. 36. Hongkong, 29th September, 1908. [13]

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

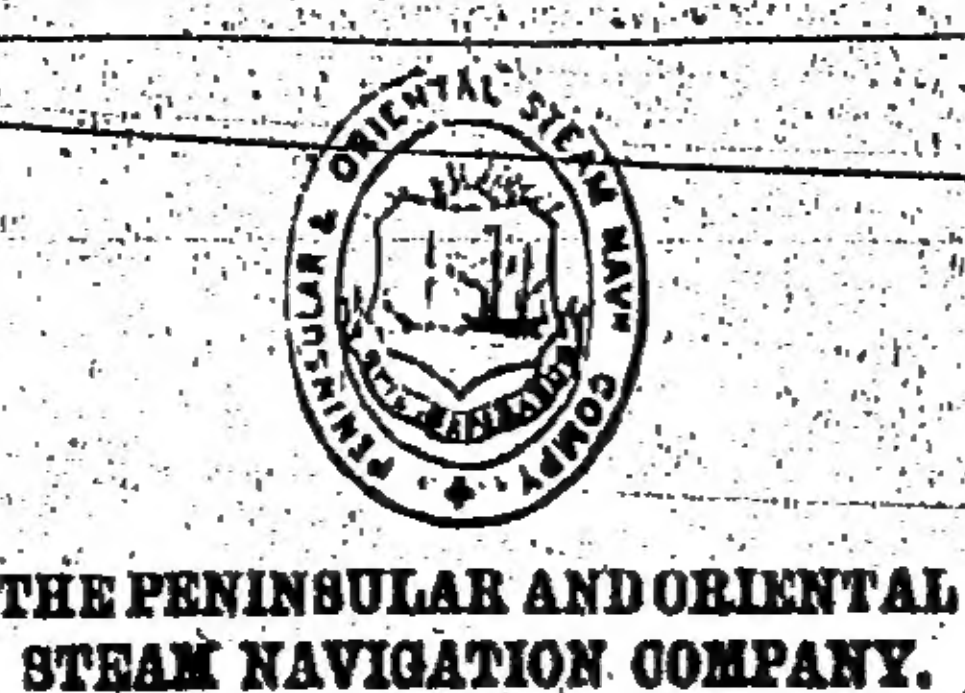
Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	3540	Almond	MANILA	SATURDAY, 3rd Oct. at Noon.
ZAFIRO	3540	R. Rodger	MANILA	SATURDAY, 10th Oct. at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

General Managers. Hongkong, 29th September, 1908. [12]

## Shipping—Steamers.



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading, issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.)

## THE Steamship

"DEVANHA,"

Captain T. H. Hild, R.N.R., carrying His Majesty's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY, the 3rd October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Victoria," 7,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed direct by the R.M.S. "Perla," due in London on 14th November, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

F. J. ABBOTT, acting Superintendent.

Hongkong, 19th September, 1908. [7]

## NORTHERN PACIFIC LINE

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA

KEELUNG, MOI, KOBE, YOKKAICHI, SHIMIZU AND YOKOHAMA.

Steamer	Tons.	Captain.	To Sail
"Crawford"	4,415	B. C. Edmonds	Oct. 9
"Swatara"	6,335	W. Shotton	Nov. 10
"Kumera"	6,232	F. S. Cowley	Dec. 1
"Yeddo"	4,563	G. B. McGill	Dec. 22

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings, Hongkong, 26th September, 1908. [19-20]

## REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK & BOSTON:

S.S. "SHIMOSA" 13th Oct. Noon.

For Freight and further information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 25th September, 1908. [8-10]

## UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI,"

Captain Macfarlane, will be despatched as above on or about MONDAY, 19th October.

For Freight, apply to

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 22nd September, 1908. [8-9]

## STEAM TO CANTON.

THE New Twin-Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. GROW.

Leave Hongkong for Canton at 5 P.M. every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 5, Queen's Road West.

Hongkong, 29th Sept. 1908. [11]

## Shipping—Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain W. D. A. Thomas, will be despatched for the above Ports on THURSDAY, the 1st prox., at Noon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,

Agents.

Hongkong, 28th September, 1908. [8-9]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"

Captain Helms, will be despatched as above on THURSDAY, the 1st October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 21st September, 1908. [18-60]

## Entimations

## MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupil's residence.

Evening engagements for Dances and Concerts.

Apply to

E. J. LOPES,

C/o Hongkong Telegraph Office.

Hongkong, 9th March, 1908. [18-60]

## GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & Co., General Managers.

Hongkong, 15th August, 1908. [15]

## O. C. MOOSA,

1 & 3, D'AGUILAR STREET.

JUST UNPACKED A LARGE AND

SPLENDID STOCK OF

FRENCH MILLINERY,

IN

VARIOUS SHAPES AND COLOURS.

SHOES! SHOES! SHOES!

IN

BLK. AND TAN GLACE KID

from the best American Manufacturer

FLANNELS, TWEEDS, SERGES,

Ladies' DRESSING GOWNS

and JACKETS.

Samples on application. Coast

ports orders carefully executed.

Therapion may now also be obtained in DRAGEE (TASTELESS) FORM.

A WONDERFUL DISCOVERY.

This is the age of reason and experiment, when all things are to be proved by the scientific method, and the human mind is no longer to be misled by the claims of the past.

It is a discovery of the most important kind, and one which will revolutionize the treatment of all the diseases which are caused by the action of the poisons of the blood.

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## HONGKONG AVERAGE MARKET PRICES.

Corrected 26th September, 1908, per 5 lbs.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa B.

" Corned—Ham Ngau Yuk.

" Roast—Shlu.

" Breast—Ngau Lam.

" Soup, Tong Yuk.

" Steak—Ngau Yuk Pa.

" Sirloin—Ngau Lau.

" Sausages—Ngau Yuk Chong.

" Bullock's Brains—Know, per set.

" Tongue fresh—Ngau Li, each.

" Corned—Ham Ngau Li.

" Head—Ngau Tau.







